

EXCELLENT
OBSERVATIONS
A N D
N O T E S,
Concerning the Royall
Navy and Sea-Service.

WRITTEN

By Sir *Walter Rawleigh*
and by him Dedicated
to the most Noble and Il-
lustrious Prince HENRY
Prince of WALES.

LONDON,

Printed by T.W. for *Humphrey Moseley*,
and are to be Sold at his Shop at the Signe
of the Princes Arms in St. Pauls
Church-yard. 1650.



Excellent Observa- tions and Notes, concer- ning the Royall Na- vy and Sea-service.



Aving formerly (most excellente Prince) discoursed of a Maritimall voy-
age, and the pas-
sages and incidents therein, I
thinke it not impertinent nor
differing from my purpose, to
second the same with some ne-
cessary relations concerning the
Royall Navy, with the Ser-
vices and Offices thereto belong-
ing. For, as the perfection and
excellency

excellency of our Shipping is great and remarkable, so the imperfections and defects of the same by use and experience of late years, have been found to be divers and inconvenient, as it falls out many times in the circumstances of Land-service by the change of Armes, diversities of Fortifications, and alteration of Discipline. And therefore for the due reformation, many things are necessarily and particularly to be spoken and considered of in their Order. In regard whereof, I will first begin with the Officers, and therein crave pardon (if in speaking plainly and truly in a matter of so great importance) I doe set aside all private respects and partiality. For in that which concerns the service and benefit of my Prince

Prince and Country, I will say with Cicero, *Nil mihi melius, nil mihi Charius.* And therefore not justly to be taxed with any presumption for meddling with matters wherin I have no dealings nor charge. For that in the affaires of this nature, every good Subject is deeply interested, and bound in Conscience and duty both to say and doe his best.

Of the Officers of the Navy.

First therefore, it were to be wished, that the Chiefe Officers under the Lord Admirall (as Vice-Admirall, Treasurer, Controller, Surveyor; and the rest) should be men of the best experience in Sea-service, as well as of judgement and practise in the utinsells and necessaries belonging to shipping,

Officers
under the
Lo: Admirall to bee
men of
the best
experience in
Sea-service.

even

even from the *Batts end* to the very *Kilson* of a Ship. And that no kind of people should be preferred to any of these offices, but such as have been throughly practised, and be very judicall in either kind of the above named services; but we see it oftentimes to fall out otherwise. For sometimes by the speciall favour of Princes, and many times by the mediation of great men for the preferment of their servants, and now and then by vertue of the purse, and such like means, some people very raw and ignorant, are very unworthily and unfitly nominated to those places, when men of desert and ability are held back and unprefer'd, to the great hinderance of his Majesties service, to the prejudice of the Navy, and to the no little discou-

discouragement of ancient and noble able servitors, when favour or partiality shall eat out knowledge and sufficiency, in matters so neerly concerning the service and safety of the Kingdome, wherein all private respects should be laid apart, and vertue truly regarded for it selfe.

Of the building of Ships.

Secondly, it were no lesse behoovefull for his Majesties service, and for the strength of the Navy, that no Ships should be builded by the great, as divers of them have been; For by daily experience they are found be the most weake, imperfect, and unserviceable Ships of all the rest. And it is not otherwise to be presumed, But

No Ships
to be buil-
ded by the
great.

as

as the Officers would bee thought to be very frugall for his Majesty in driving a bargaine by the great at a neere rate with the Shipwright, So likewise the Shipwright on his part will be as carefull to gaine by his labour, or at least to save himselfe harmlesse, and therefore suite his worke slightly according to a slight price. Out of the which present sparing and untimely thrift, there grows many future inconveniences and continuall Charge in repayring and reedifying such imperfect slight built Vessells. The prooфе and experience whereof hath been often found in new Shipps built at those rates, but so weakly, as that in their voyages, they have been ready to founder in the Seas with every Extraordinary storme

storme, and at their returne
been enforced to be new built.
But seeing the Officers of the
Admiralty doe hold (by the
grace of his Majestie) places of
so good Credit and benefit, it is
their parts therefore (being well
waged and rewarded for the
same) exactly to look into the
sound building of Ships, and Officers
to employ their care and travell
aswell in the oversight thereof, of the Ad-
miraltie
as to provide that all things else, exactly to
belonging to the Navy be good, look into
and well conditioned : For the sound
strong and true building of a
Ship is not to be left barely to
the fidelity of a Marchanticall
Artificer (the chiefe end of
whose worke in his owne Ac-
compt is his profit and gaine)
but some Superior Officer
ought to have a further regard
in that busnesse, if he be such a

one as hath more judgement in the building and conditioning of a Ship, then devotion to his owne ease and profit.

Moreover if any decayed Ship be intended to be new made, it is more fit and profitable to make her a size lesse then she was, then bigger; For then her beams which were laid over-thwart from side to side, will serve againe, and most of her Tymbers and other parts will say well to the building of a new ship. But if she should be made a size bigger, the Timber of the old will be unprofitable for that purpose; we find by experience, that the greatest

The
greatest
Ships
least ser-
viceable.

ships are least serviceable, goe very deep to water and of mar-
vellous Charge and fearefull
Cumber, our Channells de-
caying every year. Besides, they
are

are lesse nimble, lesse maine-
able, and very seldome employ-
ed. *Grande Navio grande fati- The Spa-
ca*, saith the Spaniard, a ship of niards
600 Tuns will carry as good
Ordnance, as a ship of 1200.
Tuns, and though the greater
have double her number, the
lesser will turne her broad sides
twice, before the greater can
wend once, and so no advan-
tage in that overplus of Ord-
nance. And in the building of
all ships, these six things are
principally required.

1. First, that she be strong
built.
2. Secondly, that shee bee
swift.
3. Thirdly, that she be stout
sided.
4. Fourthly, that she carry
out her Guns all weather.
5. Fifthly, that she hull and
try

try well, which we call a good Sea-ship.

6. Sixthly, that shee stay well, when boording and turning on a wind is required.

1. To make her strong consisteth in the truth of the Workeman, and the care of the Officers.

2. To make her sayle well is to give a long run forward, and so afterward done by Art and just proportion. For as in laying out of her bows before and quarters behind, she neither sinck into, nor hang in the water, but lye cleare off and above it, And that the Shipwrights be not deceived herein (as for the most part they have ever been) they must be sure, that the Ship sinck no deeper into the water, then they promise, for otherwise the bow and quarter will

A caution
for Ship-
wrights.

will utterly spoile her say-
ling.

3. That she bee stout, the
same is provided and perfor-
med by a long bearing Floore,
and by shoring off above water
even from the lower edge of the
Ports.

4. To carry out her Ord-
nance all weather, This long
bearing Floore, and shoring off
from above the Ports is a chiefe
Cause, Provided alwayes, that
your lowest Tyre of Ordnance
must lye foure foot cleare a-
bove water when all loading is
in, or else those your best pie-
ces will be of small use at the
Sea in any growne weather
that makes the Billoe to rise,
for then you shall be enforced
to take in all your lower Ports,
or else hazard the Ship. As be-
fell to the *Mary Rose* (a goodly
vessell)

Mary Rose
in H. 8.
time.

vessell) which in the days of King *Hen. 8.* being before the Isle of *Wight* with the rest of the Royall Navy, to encounter the French Fleet, with a suddain puff of wind stooped her side, and tooke in water at her Ports in such abundance, as that she instantly funck downeright and many gallant men in her. The Captaine of her was Sir *George Carew* Knight, who also perished among the rest.

5. To make her a good Seaship, that is to hull and trye well, there are two things specially to be obferved, the one that she have a good draught of water, the other that she be not overcharged, which commonly the Kings Ships are, and therefore in them we are forced to lye at trye with our maine Course and Miffen, which

which with a deep keel and standing streeake she will performe.

6. The hinderance to stay well is the extreame length of a Ship, especially if she be floaty and want sharpnesse of way forwards, and it is most true, that those over long Ships are fitter for our Seas, then for the Ocean, but one hundred Foot long and five and thirty Foot broad, is a good proportion for a great ship.

It is a speciall Observation, Speciall observation. that all ships sharpe before, that want a long Floore, will fall roughly into the Sea and take in water over head and Ears.

So will all narrow quartered ships sinck after the Tayle. The high charging of ships a principall cause that brings them all ill qualities. is it that brings them all ill qualities, makes them extreame Leeward.

makes them finck deep into the water, makes them labour and makes them overset.

Ease of many Cabbins and safety at once in Sea-serve-
vice not to be ex-
pected. Men may not expect the ease of many Cabbins and safety at once in Sea-service. Two Decks and a half is sufficient to yield shelter and lodging for men and Marriners and no more charging at all higher, but only one low Cabbin for the Master. But our Marriners will say, that a Ship will beare more charging aloft for Cabbins, and that is true, if none but ordinary Marryners were to serve in them, who are able to endure, and are used to the tumbling and rowling of ships from side to side when the Sea is never so little growne. But men of better sort and better breeding would be glad to find more steadinessse and lesse tottering

tering Cadge worke. And albe-
it the Marriners doe covet store
of Cabbins, yet indeed they are
but sluttish Dens that breed
sicknesse in peace, serving to
cover stealths, and in Fight are
dangerous to reare men with
their splinters.

*Of harbouring and placing
the Navy.*

THERE are also many and great reasons why all his Majesties Navy should not in such fort be pen'd up as they are in Rochester-water, but only in respect of the ease and commodity of the Officers, which is en- countered with sundry Incon- veniences for the Sea-service, the difficulty being very great to bring them in or out at times of need through so many Flats and

jesties
Navy (in
such fort
as they
are) not
to bee
pend up
in Roche-
ster-water,
&c.

and sands, if wind and weather be not very favourable. Besides, they must have sundry winds to bring them to the Lands end, and to put them to the Seas, which oftentimes failes, and causeth delay when hast is most needfull. For if any service be to be done upon the South parts of *England*, as the *Wight*, *Portsmouth*, the Islands of *Garnsey* and *Jersey*, or Westward towards *Devonshire* or *Cornwall*, or towards *Wales* or *Ireland*, It is so long ere his Majesties shipping can be brought about to recover any of these places, as that much mischiefe may be done the while. For the same winds that bring in the Enemy, binds in our shipping in such sort, as that oftentimes in a months space they are not able to recover the neareſt of any

Wight,
*Port-
mouth*,
Garnsey
and *Jersey*,
Devonshire
Cornwall,
Wales, or
Ireland.

any of these above named Coasts. But how perillous a course it is, is easily discerned, and as easily remedied, seeing there are besides so many safe and good harbours to disperse and bestow some of the Navy in, where they may ever lye fit for all services, As *Portsmouth*, *Dartmouth*, *Plymouth*, *Falmouth*, *Milford* and divers others, All of them being harbours very capable and convenient for shipping. But perhaps it will be alleadged, that they cannot ride in any of these so safe from enemies as in *Rochester-water*, because it reacheth far within the Land, and is under the protection of some Blockhouses. To which I answer this, That with very easie care and provision, they may in most of these places ride sufficiently secure from any

Portsmouth,
Dartmouth,
Plymouth,
Falmouth,
Milford
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Land, and is under the protection
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which I answer this, That with
very easie care and provision,
they may in most of these places
ride sufficiently secure from
any

any forraine practises. And I doe not meane that all the whole Navy should be subdivided into all these Ports, but that some halfe dozen or eight of the midling ships, and some Pynnaces should lye in the West, and yet not in any Port so neere the Sea, as that in a darke night they may be endangered by enemies with fire or otherwise, but in some such places as *Ashwater* is by *Plymouth*, where an Enemy must run up a fresh River, a dozen miles after he hath passed the Forts of the Island, and the Alarum given before he can come where they lye at Anchor. In which River the greatest Charack of Portugall may ride a Float ten miles within the Forts. But if regard be only had of their safe keeping, and not also

Ash-water
by *Ply-*
mouth.

also of their readinesse and fitness for service, then let them never be sent abroad to be hazarded against the Enemies forces; for therein they shall be more subject to casualitie and danger, then by lying in any of these harbours above specified. But certaine it is, that these Ships are purposely to serve his Majesty, and to defend the Kingdom from danger, and not to be so penn'd up from Casualtie, as that they should be the lesse able or serviceable in times of need. And therefore that objection favours not of good reason, but rather of selfe respect in the Officers, who are all for the most part well seated neer about Rochester. But the service of his Majesty, and the safety of the Realme (in my poore opinion) ought to prevail.

vaile beyond all other respects what soever: and to him that casts those needless doubts, it may well be said, *pereat qui timet umbras.*

*Of the needfull expence in
manning the Navy and other
inconveniences by placing
all the Fleet in Roche-
ster-water.*

Nota.

IF the service of the Shipping lying for any of these places above named, or for *Spaine*, or for the Islands, they are enforced of very necessity to press the best and greatest part of their men out of the West Countries, which is no small charge in bringing them so far as between that and *Rochester*, and then when they are imbarqued

imbarqued at *Rochester*, their charge is againe redoubled in their pay and expence of victualls, before the Ships can recover so farre as *Plymouth*, which many times is long a doing, for they doe ever usually touch at *Plymouth* in all Southerne voyages, for the furnishing many Sea-necessaries, which that Country doth afford. And therefore for so many Ships as should be there resident, the Charges of Conduct Money Charges of Conduct money for Marryers well saved, &c. for Marryners, of wages and of victualls, would be well saved for all that time, which is spent betwixt *Rochester* and *Plymouth*. Besides, it were to be presumed, that Enemies would not be so troublesome to the Westerne Coasts, nor that Country it self would be so often dismayed with Alarums as they have

of

of late years been, if some of his Majesties good Ships were resident in those parts. If therefore in his Majesties wisdome it should appeare fit, to bestow some of his Shipping in any of these Harbours aforesaid, it shall be very needfull likewise

A Magazin of all manner of necessary provisions and Munitions in the same places, according to the proportion of the Shipping that there shall be resident, whereby such defects as by accident may fall out, shall upon any occasion be readily supplyed without delays or hindrance of service: And that withall in the same places, some Officers belonging to the Admiralty be there alwayes attendant, otherwise it would be found very inconvenient to be enforced ever to attend

attend such helps and supplies as must come so far off as *London*, when it may more easily and with lesse charge be effected in places where they ride.

Of great Ordnance.

IT was also very behoove-
full, that his Majesties Ships His Maje-
were not so overpestered and fties ships
clogged with great Ordnance not to be
as they are, whereof there is overchar-
such superfluity, as that much ged and
of it serves to no better use, but pestered
only to labour and overcharge with great
the Ships sides in any growne Ord-
Seas and foule weather. Be- nance as
sides many of the ships that are they are.
allowed but twenty Gunners,
have forty piece of brasse pie-
ces, whereas every piece at least
requires four Gunners to at-

Royall
Batterie
for a
Prince.

tend it, And so that proportion of Ordnance to so few Gunners, very preposterous : For when a Ship feels or roules in foule weather, the breaking loose of Ordnance is a thing very dangerous, which the Gunners can hardly prevent or well looke into, they being so few, the Gunnies so many ; withall we doe see, that twenty or thir-ty good brasie pieces, as Cannon, Demicannon, Culverin, and Demiculverin, is a Royall Batterie for a Prince to bring before any Towne or strong Fortresse. And why should not we aswell thinke the same to be a very large proportion for one Ship to batter another withall? which if it be, then may his Ma-jesty ratably save a great part of the Ordnance throughout e-very Ship, and make the Navy the

the more sufficient and serviceable, and thereby also save a great deale of needless expence in superfluous powder and shot, that is now pretended to be deliveted out according to this huge and excessive proportion of Artillery, whereof if many had not been stickett downe into *Holt* in many voyages and (especially in this last journey to the Islands) divers of the Ships, weight, Heaft, and Charge thereof, would have foundered in the Sea: wherein I report me to such as have served in them, and saw the prooфе thereof. For this joutney to the Islands, did most of all others, discover unto us these experien-
Needleſſe
expence
of super-
fluous
powder
and shot;
&c.
The jour-
ney to the
Islands.

many of the Princes Ships, and tarrying out so late in the year, whereby both the winds and Seas had power and time thoroughly to search and examine them. Besides many times, there is no proportion of shot and powder allowed rateably by that quātity of the great Ordnance, as was seen in the Sea-Battaile with the Spaniards in the yeare 88. when it so

Spaniards
Armado
in 88.

Easter-
ling
Hulkes.

neerly concerned the defence and preservation of the Kingdome. So as then many of those great Guns wanting powder and shot, stood but as Cyphers and Scarcrowes, not unlike to the Easterling hulkes, who were wont to plant great red Port-holes in their broad sides, where they carried no Ordnance at all.

of

*Of Calking and sheathing his
Majesties Ships.*

There is a great error committed in the manner of Calking his Majesties Ships, which being done with rotten Ocum, is the cause they are Leaky, and the reason is this, for that they make their Ocum wherewith they Calke the seams of the Ships, of old seere and weather-beaten ropes, when they are overspent and growne so rotten, as they serve for no other use but to make rotten Ocum, which moulders and washes away with every Sea, as the Ships labour and are tossed, whereas indeed of all other things, the most speciall & best choice would be made of that

Great error committed in manner of Calking his Majesties ships with rotten Ocum.

Stuff to have it both new and good, for that sparing to im-
ploy old rotten Ropes, is a great
defect either in the building of
new Ships, or in the repairing
of old, and is the cause why af-
ter every journey they must be
new Calked. And therefore it
were much to be wished, as a
thing fit for his Majesties ser-
vice, profitable for the Navy,
and happy for those that shall
serve in them, that the whole
Navy throughout were all
sheathed, as some of them are.
The benefit and good whercof
for Sea-service is manifold, and
no lesse frugall for his Majesty
in making his Ships as strong
and lasting thereby, as they are
otherwise good of sayle. And
then shall they never need
(scarcely once in ten years)
this new Calking and repayr-
ing

ing which now almost every
yeare they have. And hereof Censure
taken of
the best
Seamen
of Eng-
land.
let the censure be taken of the
best Seamen of *England*, and
they will not vary from this o-
pinion.

Of Victualling.

AS his Majesties due al- His Maje-
ties al-
lowance
for victu-
alling
Ships ve-
ry large
and ho-
nourable,
lowance for Victualling
of ships is very large and ho-
nourable, and would be great-
ly to the incouragement and
strengthning of the Marriners
and Souldiers that serve in
them, if it were faithfully di-
stributed, the Sea-service (in-
deed) being very miserable and
painfull, So againe as it is abu-
sed and purloyned, it is very
scant and dishonourable to the
great slander of the Navy, to
the discouragement of all them

that are prest thereunto, and to the hinderance of his Majesties service. For that many times they goe with a great grudging to serve in his Majesties Ships, as if it were to be slaves in the Gallyes. So much doe they stand in feare of penurie and hunger; The case being cleane contrary in all Merchants ships, and therefore the Purveyors and Victuallers are much to be condemned, as not a little faulty in that behalfe, who make no little profit of those polings which is cause very lamentable, that such as sit in ease at home, should so raise a benefit out of their hunger and thirst, that serve their Prince and Country painfully abroad, whereof there hath a long time been great complaining, but small reformation.

Of

Of Beere Caskes.

There is also daily <sup>Great inconveni-
ence by
bad Caske
used in
his Maj-
esties ships</sup> proofe made, what great inconveniences growes by the bad Caske which is used in his Majesties ships being commonly so ill seasoned and Conditioned, as that a great part of the Beere is ever lost and cast away, or (if for necessity it be used; it breeds Infection, and Corrupts all those that drinke thereof. For the Victuallers for cheapnesse will buy stale Caskethat hath been used for Herring, Traine Oyle, Fish, and other such unsavory things, and thereinto fill the beere that is provided for the Kings Ships. Besides the Caske is commonly so ill hooped, as that there is wast

wast and leaking made of the fourth part of all the drinke were it never so good, which is a great expence to his Majesty, a hinderance of service, and a hazard of mens lives, when the provision failes so much and answers not the Accompt. The which might easily be redressed, if the Caske for his Majesties Shipping, were purposely hooped in such sort as Wine Caske is, or else hooped with Iron, which would ever serve and save that continuall provision of new Caske, which now falls out every voyage. But this course were more profitable for his Majesty then for his Officers, and therefore unpleasing to be spoken of, But yet such as serve in the Ships have good cause to wish the reformation thereof.

Of

*Of the Cookroomes in his Ma-
jesties Ships.*

And whereas now the The great
Cookroomes in all of his inconve-
niences of
Majesties Ships are made be- the Cook-
low in hold in the wast, the rooms in
inconveniences thereof are all his
found many wayes by daily use Majesties
and experience. For first it is a Ships
great spoile and annoyance to made be-
hold in
all the drinke and victualls the wast.
which are bestowed in the
hold, by the heat that comes
from the Cookroome. Besides,
it is very dangerous for fire, and
very offensive with the smoake
and unsavory smells which it
sends from thence. Moreover
it is a great weakening to a
ship to have so much weight
and charge at both the ends, and
nothing in the Mid-Ship,
which

which causeth them to warpe,
and (in the Sea-phrase ; and
with Marriners) is tearm'd
Camberkeeld : whereas if the
Cookroomes were made in the
Forecastle (as very fitly they
might be) all those Inconveni-
ences above specified, would be
avyoyded, and then also would
there be more roome for stow-
age of victualls, or any other ne-
cessary provisions , whereof
there is now daily found great
want. And the Commoditie
of this new Cookroome the
Merchants have found to be so
great, as that in all their Ships
(for the most part) the Cook-
roomes are built in their Fore-
Castles, contrary to that which
hath been anciently used. In
which change notwithstanding,
they have found no incon-
venience to their dressing of
meat

meat in foule weather, but rather a great ease, howbeit their Ships goe as long voyages as any, and are for their burdens aswell man'd. For if any stormes arise, or the Sea grow so high as that the Kettle cannot Boyle in the Forecastles, yet having with their Beere and Bisket, Butter and Cheeſe, and with their pickled Herrings, Oyle, Vineger and Onions, or with their red Herrings and dry Sprats, Oyle and Mustard, and other like provisions that needs no fire, these supply and varieties of victualls, will very ſufficiently content and nourish men for a time, until the storme be over blowne that kept the Kettle from boyling.

of

*Of Mustering and pressing
able Marriners.*

Musters
and Pres-
ses for
sufficient
marriners
to serve
in his Ma-
jesties
Ships the
care there
in very
little, or
the bribe-
ry very
great.

AS concerning the Musters and Presses for sufficient Marriners to serve in his Majesties Ships, either the care therein is very little, or the bribery very gteat, so that of all other shipping, his Majesties are ever the worst manned, and at such times as the *Commissioners* Commissions come out for the pressing of Marriners, the Officers doe set out the most needy and unable men, and (for Considerations to themselves best knowne) doe discharge the better sort, a matter so commonly used, as that it is growne into a Proverbe amongst the Saylers, That the Mustermasters doe carry the best

best and ablest men in their Pockets, a Custome very evill and dangerous, where the service and use of men should come in tryall. For many of those poore Fishermen and Idlers, that are comonly presented to his Majesties Ships, are so ignorant in Sea-service, as that they know not the name of a Rope, and therefore insufficient for such labour. The which might easily bee redressed; if the Vice-Admirall of the Shire where men are mustered, and two Justices had directions given, to joyn with the Muster-masters for the pressing of the best men whom they well know, and would not suffer the service of their Prince and Country to be bought and sold, as a private Muster-master would doe. Besides, the Captains

The Say-
lers Pro-
verbe.

tains themselves of the Ships, if they bee bare and needy (though pitty it were that men of such condition should have such charge committed unto them) wil oftentimes for Commodity Chop and change away their good men, and therefore it were fitly provided to bridle such odd Captains, that neither they themselves, nor any of their men, should receive his Majesties pay but by the pole, and according as they were set downe in the Officers books when they were delivered without changing of any names, except to supply such men as are wanting by death or sicknesse, upon good testimonie under the hands of the Master, the Boat swayne, the Master Gunner, the Purser and other Officers of the ship. For it neerly

ly concerns them to looke well thereunto, having daily use of them.

Of Arms and Munition.

IT were a course very Com-
fortable, defensive and ho-
nourable, that there were
for al his Majesties ships a
proportion of Swords, Targets
of proof, Moryons, and Curatts
of proofe, allowed and set
downe for every ship according
to his burthen, as a thing both
Warlike, and used in the King
of Spains ships, the want where-
of as it is a great discoura-
gement to men if they come to
any neere fight or landing, so
would the use thereof be a great
annoyance and terrifying to the
enemy. And herein should his
Majesty need to be at no extra-

A propor-
tion of
Swords
Targets
of proofe
and the
like al-
lowed; and
set downe
for every
Ship ac-
cording
to his bur-
then, &c.

D ordinary

ordinary expence : For the abating of the superfluous great pieces in every Ship, with their allowance for Powder, Match and Shot, would supply the cost of this provision in very ample manner.

Of Captains to serve in his Majesties Ships.

His Majesties
owne
sworne
Servants
to be pre-
ferred to
the
charge
of his Ma-
jesties
Ships.

AT al such times as his Majesties ships are employed in service, it were very convenient that such Gentlemen as are his Majesties owne sworne servants, should be preferred to the charge of his Majesties Ships, Choice being made of men of valour, and Capacitie; rather then to employ other mens men, And that other of his Majesties servants should be dispersed privately in those services to gaine

gaine experience, and to make themselves able to take charge. By the which means his Majestie should ever have Gentle-men of good accompt his owne servants, Captains of his owne Ships, instead of pettie Companions and other mens servants, who are often employed, being (indeed) a great indignity to his Majesty, to his shipping and to his owne Gentle-men. For that in times past, it hath been reputed a great grace to any man of the best sort, to have the Charge of the Princes ship committed unto him, and by this means there would ever be true report made unto the Pr. what proceedings are used in the service, which these meanner sort of Captains dare not doe, for feare of displeasing the Lords their Masters, by whom

D 2 they

they are preferred, or being of an infetiour quality, have no good accesse to the Presence of the Prince, whereby to have fit opportunity to make relation accordingly.

But now forasmuch as I doubt not, but that some contrary spirits may or will object this as a sufficient reason to infirme all those points that I have have formerly spoken of, and say unto me, why should his Majesty and the State bee troubled with this needless Charge of keeping and maintaining so great a Navy in such exquisite perfection, and readinesse? the times being now peaceable, and little use of Armes or Ships of Warre, either at home or abroad, but all safe and secure, aswell by the uniting of the two Nations, as by

Objecti-
on.

by the peace which we hold with
Spaine, and all other Christian
Princes. To this I answer, that
this (indeed) may stand (at the
first sight) for a prettie superfi-
ciall argument to bleare our
eyes, and lull us asleep in secu-
rity, and make us negligent and
catelesse of those causes from
whence the effects of peace
grows, and by the vertue where-
of it must be maintained. But
we must not flatter and deceive
our selves, to thinke that this
Calme and Concord proceeds
either from a settled immutable
tranquillity in the world
(which is full of alterations
and various humours) or from
the good affections of our late
enemies, who have tasted too
many disgraces, repulses, and
losses, by our forces and ship-
ping, to wish our State so much

D 3 felicity

felicity as a happy and peaceable government, if otherwise they had power to hinder it. And therefore though the sword be put into the Sheath, we must not suffer it there to rust, or stick so fast, as that we shall not be able to draw it readily when need requires. For albeit our enemies have of late years sought peace with us, yet yet hath it proceeded out of the former tryall of our forces in times of war and Enmity. And therefore we may well say of them as *Anneus* (*Pretor* of the *Latines*) said of the *Roman Ambassadours*, who seemed currious and carefull to have the League maintained betweene them (which the *Roman estate* was not accustomed to seeke at their neighbours hands) and thereupon saith this *Anneus*,

unde

unde hie illis tanta modestia nisi ex cognitione virium & nostrarum & suarum. For with the like consideration and respect have our late enemies sought to renew the ancient friendship and peace with us. And well we may be assured, that if those powerfull means whereby we reduced them to that modesty and curtesie as to seeke us, were utterly laid aside and neglected, so as we could not againe upon occasion readily assume the use and benefit of them, as we have done, those proud mastering spirits, finding us at such advantage, would be more ready and willing to shake us by the ears as enemies, then to take us by the hands as friends. And therefore far be it from our hearts to trust more to that friendship of strangers, that is but dissembled upon

upon policy and necessity, then to the strength of our owne forces, which hath been experienced with so happy successe. I confess that peace is a great blessing of God, and blessed are the Peacemakers, and therefore doubtlesse blessed are those meanes whereby peace is gained and maintained. For well we know that God worketh all things here amongst us mediately by a secondary meanes, The which meanes of our defence and safety being shipping, and Sea-Forces, are to be esteemed as his gifts, and then only available and beneficiale, when he withall vouchsafeth his grace to use them aright.

F I N I S.

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